

What We Decided Report

Towards 40

106 Street:
97 Avenue to
100 Avenue

September 2025
edmonton.ca/Towards40

| **SHARE** YOUR VOICE
SHAPE OUR CITY

Edmonton

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INTRODUCTION

Report Purpose

The purpose of this report is to share the final design and how the project team arrived at the final design.

This report covers the 106 Street from 97 Avenue to 100 Avenue project area.



ABOUT TOWARDS 40 PROGRAM

The Towards 40 program is focused on improving safety in areas where speeding and safety issues have been identified on low compliance and exception roads. It encourages safe driving habits and increases speed limit compliance using adaptable measures that improve safety, moving Edmonton closer to our Vision Zero goal.



Improving 106 Street will enhance the safety of Edmontonians using this roadway, regardless of how they travel.

Low compliance roads are locations where speed limits are regularly violated and where safer behaviours can be encouraged. Exception roads are those that did not transition to 40 km/h when default speed limits were reduced in 2021 but are in need of improvements to lower speeds and prioritize safety and accessibility. Exception roads will become the default speed of 40 km/h once the roadway is permanently reconstructed.

PROJECT PROCESS AND DECISION MAKING

Towards 40 Program Process

The project process outlined in the roadmap below shows the project phases from start to finish for the Towards 40 program.



The project process outlined in the roadmap shows the project phases from start to finish.

Highlighted in yellow on the roadmap are public engagement opportunities. The public is encouraged to **ADVISE** the project team of their feedback in three project phases, **Gathering Information**, **Sharing Draft Designs** and **Evaluating the Changes**.

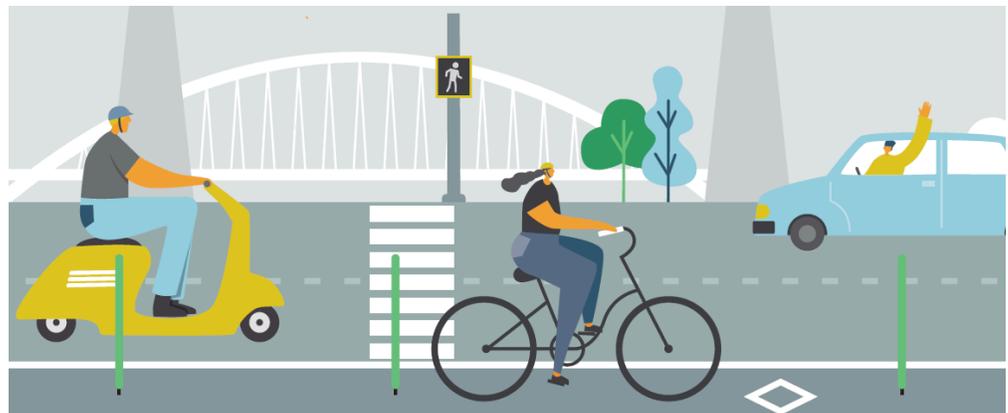
At the time of this **What We Decided Report**, the **Gathering Information** phase and the **Sharing Draft Designs** phase have been completed.

Feedback gathered through the public engagement phases, along with City policies and programs and technical considerations, guided the selection of appropriate adaptable measures to be applied to the project areas.



Shown in blue on the roadmap are reporting phases. There are three reports generated through the process:

- A **Background Report** is created by the City to show what we heard from the public and the data collected in the **Gathering Information** phase for the project areas. The information in this report guides the project team while developing draft designs.
- A **What We Decided Report** is created by the City to show what was decided for the final design.
- An **Evaluation Report** outlines what we heard from the public and shares data collected for the project areas. It shows how speed limit compliance and behaviour has changed since installation of the adaptable measures.



CITY POLICIES, PROGRAMS AND TECHNICAL CONSIDERATIONS

VISION
ZERO

Edmonton

The following City of Edmonton standards, programs, policies and other best practices set the direction and informed the 106 Street from 97 Avenue to 100 Avenue final design. The following provides a list of relevant policies, plans, standards and best practices. To view a description of how these relate to the project, please refer to the [Background Report](#) for 106 Street from 97 Avenue to 100 Avenue at edmonton.ca/Towards40 or click on the titles below.

- [City Plan](#)
- [Vision Zero](#)
- [Safe Mobility Strategy](#)
- [Bike Plan](#)
- [Complete Streets Design and Construction Standards](#)
- [Snow and Ice Control Policy](#)
- [Public Engagement Policy](#)
- [Transportation Association of Canada \(TAC\) Guidelines](#)
- [NACTO Guidelines](#)
- [CROW Design Manual for Bicycle Traffic](#)
- [Gender Based Analysis Plus \(GBA Plus\)](#)
- [Accessibility for People with Disabilities Policy C602](#)



PUBLIC ENGAGEMENT

The project team gathered input from residents, businesses and people who live, work, or spend time along 106 Street from 97 Avenue to 100 Avenue. The public was encouraged to:

ADVISE: The public is consulted by the City to share feedback and perspectives that are considered for projects.

- Advise on their lived experiences and suggestions for improvements during the **Gathering Information phase**.
- Advise on their feedback on the draft designs and how the design improves safety for people walking, biking, rolling or driving during the **Sharing Draft Design phase**.

Roadmap Stage	Public Engagement	Timeline	Participants /Responses
Gathering Information	Online Survey	December 2024/January 2025	89 Respondents
Sharing Draft Design	Online Survey	July/August 2025	105 Respondents

COMMUNICATION METHODS

The project team communicated about public engagement opportunities in the **Gathering Information** phase of the project to stakeholders, residents and organizations via the following methods:

- 9,799 letters sent to residents and businesses.
- Emails to two area organizations.
- 17 yard signs.
- Two web pages:
 - Edmonton.ca/Towards40Projects with 220 unique views.
 - Edmonton.ca/Towards40 with 108 unique views.
- 1 road sign.

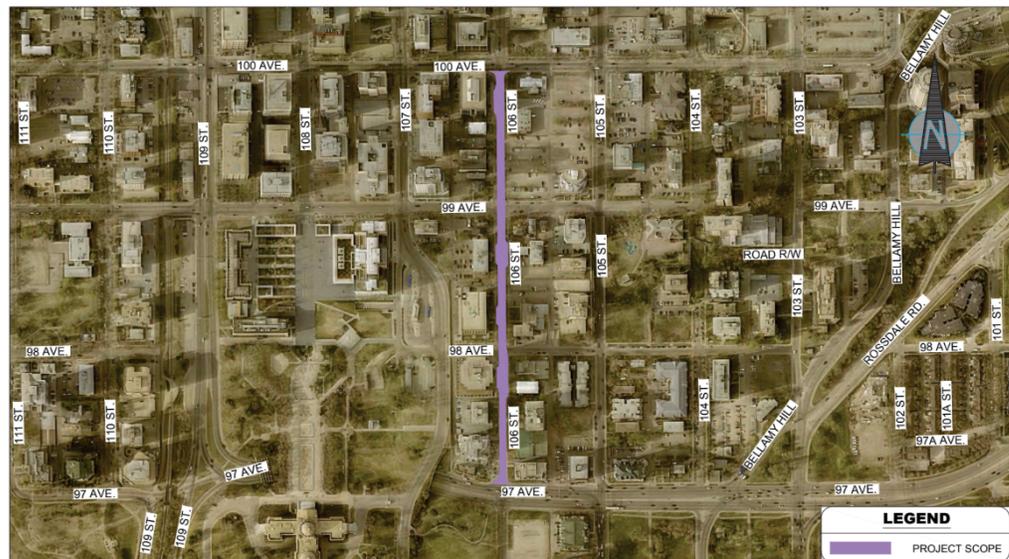
In the **Sharing Draft Design** phase, the project team communicated public engagement opportunities to residents, businesses and others using the following methods:

- 9,974 letters sent to residents and businesses.
- 17 yard signs.
- edmonton.ca/Towards40 web pages with 1,033 unique views.
- 1 road sign.

DRAFT DESIGNS

This section outlines the draft design and draft design options. In the next sections, a summary of the feedback will be shared along with the final design.

Towards 40: 106 Street from 97 Avenue to 100 Avenue Project Area Map



106 Street from 97 Avenue to 100 Avenue

Draft Design Features:

The project team prepared a draft design for 106 Street from 97 Avenue to 100 Avenue.

The draft designs include the following features that improve safety as you walk, bike, roll or drive by encouraging safer speeds:

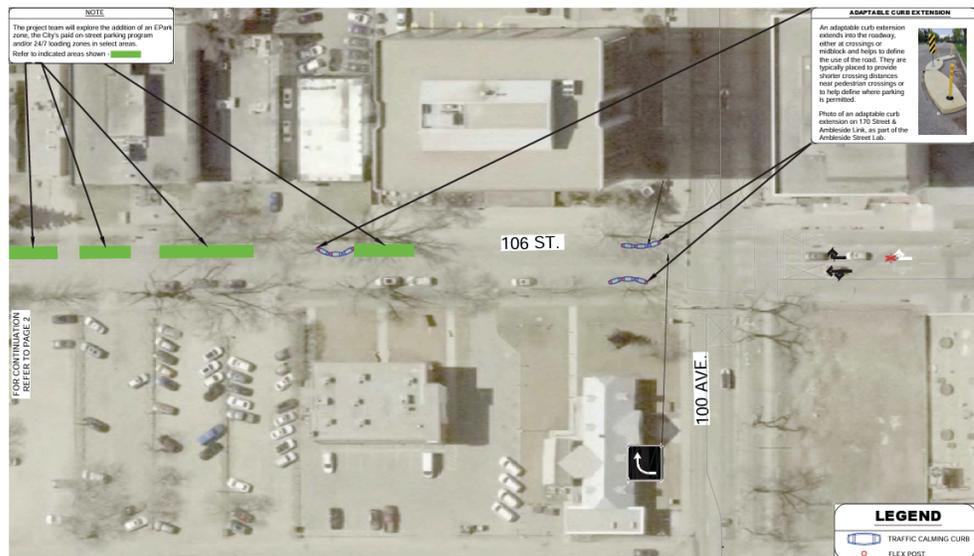
- One defined driving lane southbound
- Defined parking on each side of the roadway, where feasible
 - The design adds parking to the project area. The project team will explore the addition of an EPark zone, the City's paid on-street parking program, and/or adding 24/7 loading zones in select areas.
 - The design removes the peak-hour tow-away zone between 97 Avenue and 98 Avenue
- Adaptable curb extensions will be added in some locations. Adaptable curb extensions extend into the roadway, either at crossings or mid-block and help to define the use of the road. They are typically placed to provide shorter crossing distances near pedestrian crossings or to help define where parking is permitted.
- Asphalt speed tables will be added north of the intersection at 106 Street and 98 Avenue to improve crosswalk safety and slow drivers prior to the intersection.



Adaptable Curb Extension



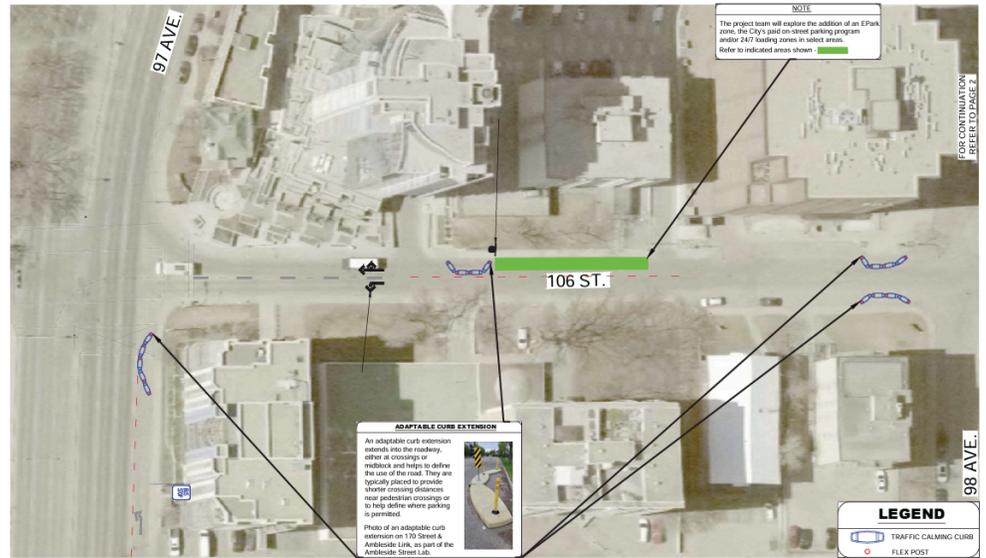
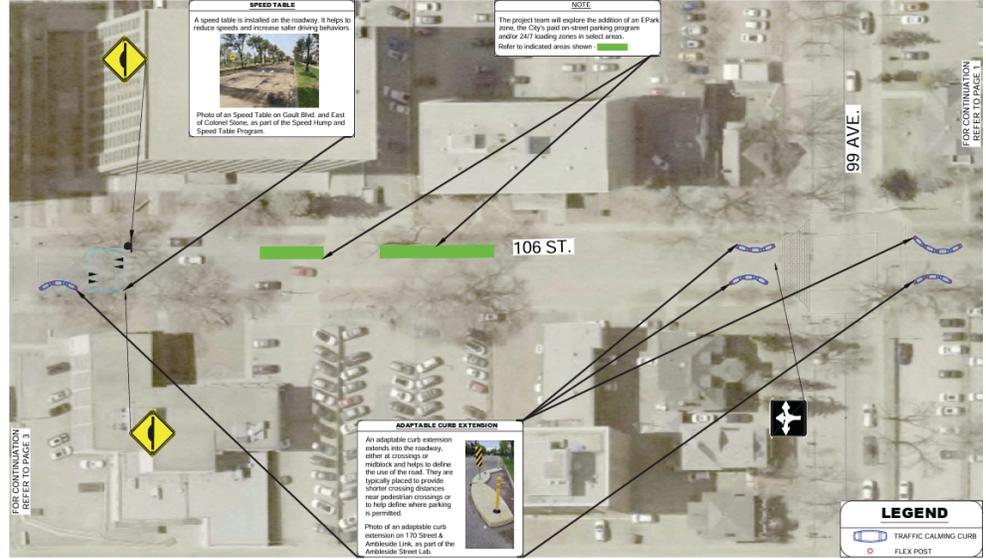
- Intersection at 106 Street and 100 Avenue southbound would operate with a designated right-turn only lane and a straight through/left driving lane
- 106 Street and 97 Avenue intersection includes a designated left turn lane and the creation of a right turn bay that operates as a straight through/right turn lane
- Adaptable curb extensions are also added on 97 Avenue after the bus stop to align with the curb on the northwest side of the intersection and to prevent vehicles from turning right and going the wrong direction on 106 Street.



To view a larger image of the draft design, click the image to the right, OR visit edmonton.ca/Towards40



To view a larger image of the draft design, click the images to the right, OR visit edmonton.ca/Towards40



SHARING DRAFT DESIGN: WHAT WE HEARD

What We Heard

In July/August 2025, residents and people who travel in the 106 Street from 97 Avenue to 100 Avenue project area were invited to view the draft designs and share their feedback with the project team about how well they think each proposed design improves safety for all road users, whether they walk, bike, roll or drive.

The tables and summaries below show the comfort ratings and reasons behind the ratings for driving, walking/rolling and biking along 106 Street from 97 Avenue to 100 Avenue.

106 Street from 97 Avenue to 100 Avenue

What We Heard:

Draft Design Comfort Ratings (n=105)

	% Comfortable	% Neutral	% Uncomfortable	Not Applicable
Driving	35%	14%	46%	5%
Biking	17%	22%	44%	18%
Walking/ Rolling	44%	26%	27%	1%

Some totals may exceed 100% due to rounding and respondents' ability to select multiple answers.

Feedback on the draft design option was mixed. More respondents shared that they felt more uncomfortable than comfortable while driving and biking with the draft design. More respondents shared they were more comfortable walking/rolling than uncomfortable with the draft design.

The themes below are an overview of some of the reasons that respondents gave for their chosen comfort ratings on the draft design for driving, biking, walking and rolling on 106 Street from 97 Avenue to 100 Avenue.

Rationale for Draft Design Ratings:

- Respondents who shared comfortable ratings indicated the following themes:
 - Measures help make walking safer by providing better visibility for pedestrians
 - Prevents cars from driving the wrong direction on the road
- Respondents who shared uncomfortable ratings indicated the following themes:
 - Biking infrastructure isn't addressed in the design, desire to add bike lanes
 - Not comfortable with adding parking
 - Concerns with congestion at 97 Avenue
 - Concerns about the hill during winter months
 - Concerns about the aesthetics of the curb extensions
- Some respondents shared additional suggestions
 - Remove parking along 97 Avenue under the underpass
 - Extend sidewalks into the road instead of adding street parking
 - Would like to see streetscaping instead of more parking
 - Enhance the 106 Street and 100 Avenue intersection with a bike box and extend the bike lane
 - Add barriers on the sidewalk
 - Add additional crosswalk lights

"Seems to make good use of the space available and making drivers more aware at crossings for pedestrians" - Towards 40 participant

"At peak hours, the area is congested ..." - Towards 40 participant

"The bike lane should be extended..." - Towards 40 participant

FINAL DESIGN: WHAT WE DECIDED

The final design and project decisions were informed by key City policies and programs, technical considerations and what we heard during public engagement for the 106 Street from 97 Avenue to 100 Avenue project area.

What We Decided

Along 106 Street from 97 Avenue to 100 Avenue, the final design has been updated due to public feedback and/or feasibility. The final design still includes the use of adaptable curb extensions and a speed table. Following public feedback and low current parking utilization in the area, existing no parking locations will be reinforced with signage, pavement markings and reflective posts and additional parking is no longer added on the west side of the road. The driving lane is also defined through pavement markings and reflective posts.



- **Adaptable curb extensions:** Adaptable curb extensions extend into the roadway, either at crossings or mid-block and help to define the use of the road. They are typically placed to provide shorter crossing distances near pedestrian crossings or to help define where parking is permitted.

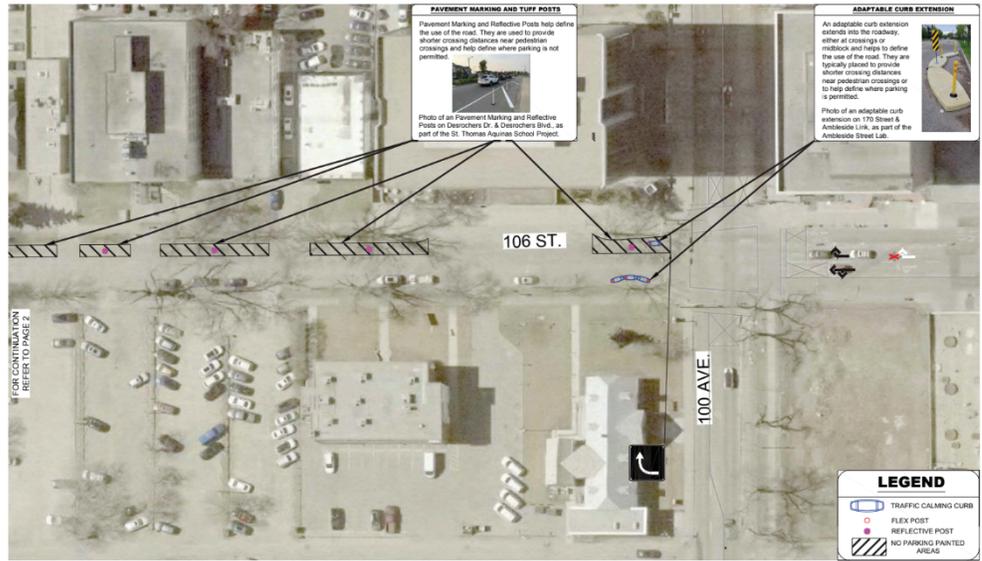


- **Asphalt speed tables:** Speed tables help to reduce speeds and encourage safer driving behaviours.

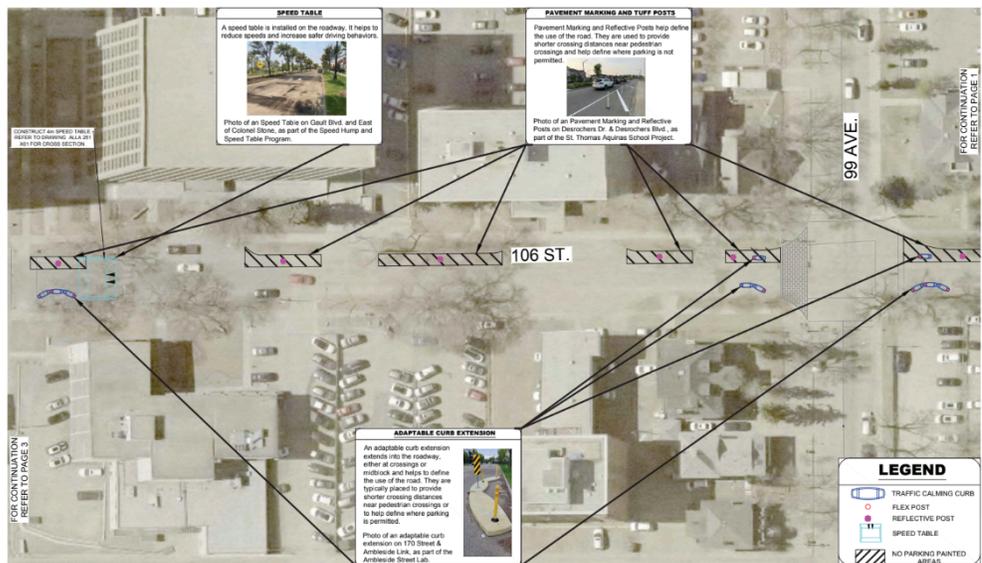


Please view the final design below to see these changes by clicking on the link or images below.

Final Design:

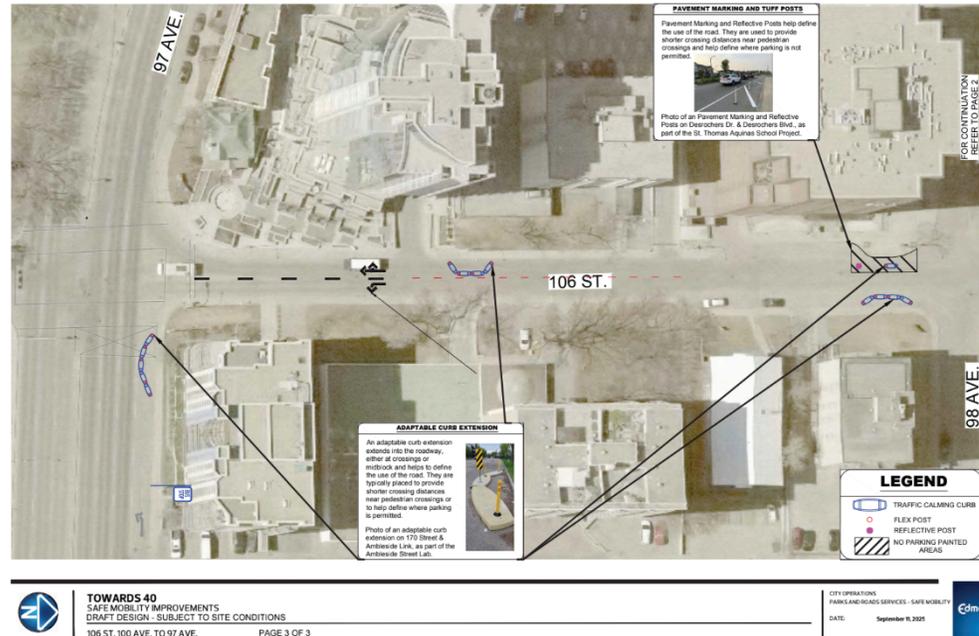


To view a larger image of the final design, click the images to the right, OR visit edmonton.ca/Towards40



To view a larger image of the final design, click the images to the right, OR visit

edmonton.ca/Towards40



What We Considered:

Did you know, there are nearby on-street bike routes near the project area. Please refer to the Background Report at edmonton.ca/Towards40

Did you know, the project team updated the design to not add parking to the area based on feedback heard through the survey.

Did you know, the project team will assess the intersection at 97 Avenue to see if adjustments are needed after installation.

- Public Input from the Gathering Information phase:
 - In this phase, themes shared from respondents in the project area included travel on the hill is hazardous in the winter, people drive the wrong way on the road, desire for improvements to walking by adding measures to protect pedestrians and the desire for additional bike lanes.
 - In the Sharing Draft Design Phase, the project team shared a draft design on 106 Street from 97 Avenue to 100 Avenue, respondents shared:
 - Measures help make walking safer and address cars driving the wrong way. Biking isn't addressed, uncomfortable adding parking and concerned with congestion at 97 Avenue.
- City Policies and Programs:
 - Towards 40, City Plan, Vision Zero, Safe Mobility Strategy, Speed Limit Reduction, for links to these policies and programs, please see the section in the report titled **[CITY POLICIES, PROGRAMS AND TECHNICAL CONSIDERATIONS.](#)**

- Technical Requirements
 - The final design follows the Complete Streets Design and Construction Standards which provides direction on design elements.
 - The final design encourages more appropriate speeds in alignment with the 40 km/h residential speed.
 - In the final design, existing boulevards and no parking areas are used to store snow from the roadway and project area will be cleared as per the current Snow and Ice Policy.

FREQUENTLY ASKED QUESTIONS (FAQ)

The following is a summary of common questions or comments the project team heard through public engagement phases and/or common to the Towards 40 program.

General Questions:

How is the Towards 40 program funded?

The Towards 40 Program, along with all other Safe Mobility projects, is funded through the Traffic Safety Automated Reserve (TSAER). The money in the reserve comes from the revenue that the City receives from automated enforcement and tax levy. All programs and projects funded through TSAER are important in advancing the City towards the Vision Zero goal of zero traffic-related fatalities or serious injuries.

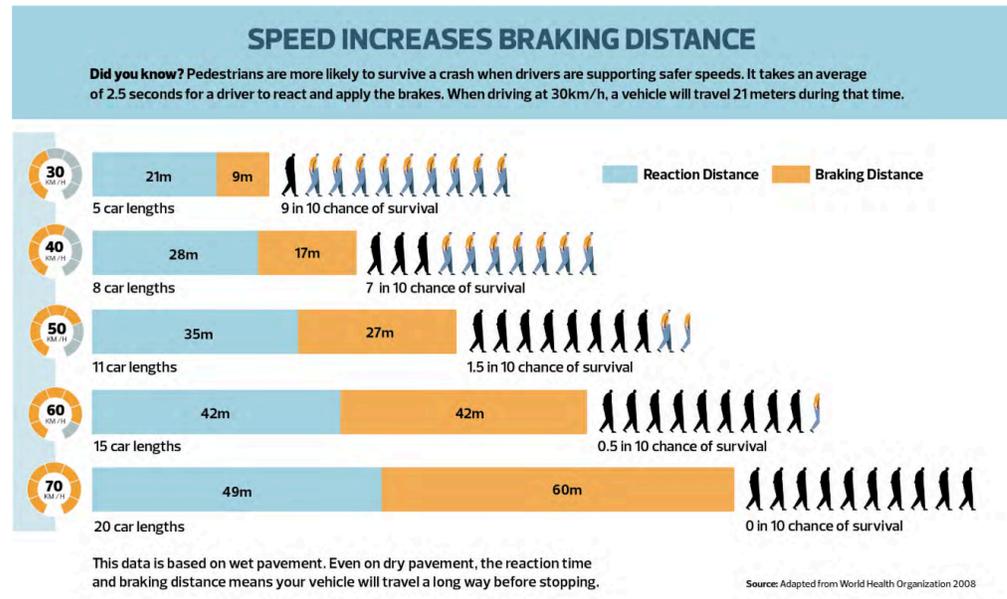
The Towards 40 program aligns with the Safe Mobility Strategy Key Theme of Community of Safe Communities by working with communities, nearby businesses and relevant stakeholder groups to enhance the safety of identified roads by increasing speed limit compliance and safe driving behaviours.

Why can't you raise the speed limit to 50 km/hr?

In 2021, Council changed the default speed limit to 40 km/h on most residential and downtown streets across Edmonton. The speed limit reduction resulted in [statistically significant reductions](#) of 25% of overall collisions and 31% of injuries and fatalities. Reducing residential speeds make our streets calmer, quieter and safer for people walking, biking, driving and enjoying their neighbourhood.

Slowing down gives us more time to react to the unexpected, reduces unnecessary tragedies on our roads and has very little impact on travel times. The city-wide default speed limit of 40 km/h helps us reach our goal of Vision Zero; zero traffic-related fatalities and serious injuries in Edmonton.

The Towards 40 Program is focused on improving safety in areas where speeding and road safety issues have been identified. The program encourages safe driving habits and increases speed limit compliance using adaptable measures to improve safety, regardless of how one travels, moving Edmonton closer to our [Vision Zero](#) goal.



What will happen to the adaptable measures during the winter months? Will the roads in the project area still be accessible for emergency vehicles, waste collection vehicles etc. in the winter months?

The design is developed to ensure safety and livability on the street year-round and will be accessible for all vehicles, including emergency and waste collection vehicles, as per the [Complete Street Design and Construction Standards](#). Snow clearing will occur on the roadways as per the current Snow and Ice Policy.

Why wasn't dedicated bike infrastructure included in the design?

The project team reviewed the project area for existing bike routes. There are existing on-street and off-street routes near the project area. For more information, review the [Background Report](#) at edmonton.ca/Towards40.

WHAT IS NEXT

Adaptable measures, as shown in the final design, will be installed on 106 Street from 97 Avenue to 100 Avenue in Fall 2025.

After installation, the City will evaluate the project area to see how speed limit compliance and safety has changed for people who walk, bike, roll or drive since the installation of the adaptable measures.

